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HONGKONG, MONDAY, APRIL 13TH, 1903

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8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
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11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
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6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

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8.45 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 9.30 p.m. ... Every 15 minutes.
9.30 p.m. to 10.00 p.m. ... Every 15 minutes.
10.00 p.m. to 10.30 p.m. ... Every 15 minutes.
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THE "PALL MALL,"

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11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying
with each Piano a CERTIFICATE of AUTHENTICITY Signed by their Firm, and it is
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insist on its production, and satisfy themselves that the number and description of the instru-
ment correspond with the particulars in the Certificate.

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All letters for publication should be written on one side of the paper only.
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BIRTHS.
On the 26th March, at Chaiyore, Chefoo, the wife of JAMES McMILLAN, of a daughter.
On the 4th April, at No. 1, Edna Villa, Shanghai, the wife of PASTOR F. KRAMER, of a daughter.
MARRIAGE.
On the 2nd April, at the Trinity Cathedral, Shanghai, ERNEST L. ALLEN, younger son of J. W. ALLEN, of Shanghai, to ELIZABETH EMMA, second daughter of GEORGE E. KING, of Northwich, Cheshire, and niece of Captain R. A. ANDERSEN, of Shanghai.

DEATH.
On the 4th April, at 1684, Bubbling Well Road, Shanghai, CHEN ALBERT, the elder son of Mr. and Mrs. A. WHITE-COOPER, aged 24 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, U.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th April, 1903.

THE answer given by the Under Secretary of State to Sir CHARLES DILKE's question with regard to British railway concessions in China (reported in our last issue) was hardly as full and explicit as could have been desired. It was satisfactory only so far as it served to dissipate the belief that not a mile of any of the 2,800 British miles that figured in Sir CLAUDE MACDONALD's despatch of November, 1898, detailing the concessions granted to Britishers, had yet been laid with the exception of the North China railway. Such a statement we find paraded even in the *Contemporary Review* by a gentleman who poses as an authority on the subject in England. We refer to Mr. DEMETRIUS BOULGER. To be sure, the progress made has been slow, as is only to be expected when the political troubles in China since the concessions were obtained are borne in mind and especially when their effect in financial circles abroad is considered. Now we are authoritatively told that besides the Peking-Newchwang line, with its extension to Tungchow (about 600 miles) which is open to traffic, the branch from Chung-lo-sow to Simmingting is approaching completion; the Peking-Sydney line from Taku to the Homan coalfields is in course of construction, and their line from Pukou on the Yangtze opposite Nanking, which will connect with the Peking-Hankow

line, is under negotiation. Surveys have been made for the line from Soochow to Hangchow and Ningpo, and from Canton to Kowloon. The British and Chinese Corporation have concluded a fresh agreement for the construction of the line from Shanghai to Nanking, but with regard to the other lines no action, so far as the Government are aware, is desired by the concessionaires.

It will be at once observed that there are some notable omissions from the list of Lord CRANBORNE compared with that prepared by Sir CLAUDE MACDONALD in 1898. With regard to the Hankow-Canton line, the Under Secretary of State for Foreign Affairs said the British and Chinese Corporation are no longer interested in it. More will, or at least ought, to be heard about this concession if it be true that the American Syndicate known as the WASHINGTON-CAREY group, which acquired the rights in this line, have disposed of 60 per cent. of the concession to Belgian financiers. As Mr. BOULGER has properly remarked in drawing the attention of the British public to this report, the American Syndicate can part with its shares, but it cannot override the political exigencies and safeguards which dictated the support given by diplomacy to all the railway concessions in 1890. Sir CLAUDE MACDONALD vigorously supported the American concession for the Canton-Hankow railway, and counted it as a British victory. He included half of it among British lines. The sale of the shares to a syndicate of another nationality should invite a strong diplomatic protest.

There is, besides the notable omission of the Tientsin-Chinkiang railway, a concession which England shared with Germany, and the still more important line of about 700 miles through Yunnan. In the opinion of Lord CRANBORNE it would be "midsummer madness" to talk of such a project as the Burmah-Yunnan line in the present state of Central Asian affairs, and the indications are not at present hopeful for the commencement of the work. Nor are we likely to see progress for some time with the Anglo-German concession. Before the Boxer outbreak the prospect was far more hopeful than it is to-day. The hatred of the foreigner revealed by the Boxer rising has undoubtedly compromised the financial position of China, and the investing public is inclined for the present to be nervous over Chinese securities.

The new terms which the British and Chinese Corporation obtained a few months ago for the construction of their line from Shanghai to Nanking will certainly facilitate the construction of this important railway, which, traversing as it does the thickly-populated region of the Yangtze, is likely to prove of greater commercial and political value to Great Britain than any other line in China. Scarcely less valuable commercially will be the line from Canton to Kowloon, and though we are glad to observe that this project is still kept in the forefront, we should be glad to learn that an early commencement of the undertaking is intended.

During the month of February, the death-rate in the Colony, exclusive of the Army and Navy, was 15.3 per 1,000 of the population per annum, as against 15.9 in the previous month.

A coolie was sentenced to one month's hard labour at the Police Court on Saturday for stealing 30 lbs. of lamp, the property of the Hamburg-America Steamship Company.

On the complaint of the master of the s.s. *Anambo*, a Chinese cabin-boy was sentenced to four months' hard labour at the Magistracy on Saturday for stealing property to the value of about \$400.

The Chinaman who entered the house of Mr. H. Humphreys recently, supposedly for the purpose of committing a felony, has been certified to be insane, and will be handed over to the care of his friends.

Inspector Cuthbert, of the detective department of the Colony's police force, left for Scotland on Saturday by the English mail on nine months' leave. He is accompanied by his wife and child. Many friends boarded the liner to wish the party *bon voyage*.

It is notified in the *Gazette* that Mr. Hugh Pollock Tooker, Executive Engineer, has been deputed by His Excellency the Governor in Council to act on behalf of the Building Authority in all cases referred to in sections 205, 207 of Ordinance No. 1 of 1903 in connection with dangerous buildings.

A shroff who obtained \$25 from Mrs. A. Arnold, of Bonham Strand, by falsely representing that he was still in the employ of Mr. Wong Tai Fong, dentist, was sentenced to two months' hard labour on Saturday by Mr. J. H. Kemp, Acting Police Magistrate.

On Friday last, by the P. & O. steamer *Coromandel*, Mr. E. R. Bellios, C.M.G., took his departure for Shanghai. From thence he will proceed to Dalry, and there take the train for Europe. Mr. Bellios is one of the first to make the trip home via Siberia from this port since the Siberian Railway was opened along its entire route. We understand that Mr. Bellios will probably reside in England for some years.

His Excellency the Governor has been pleased to appoint Mr. Chang Chun Hong to be a public vaccinator.

A special commission will leave St. Petersburg shortly to take over the control of the Chinese Eastern Railway, on which regular traffic will be opened in the month of July next.

The capital of 200,000 Tls. for the Grand Hotel des Wagon Lits, Peking, Ltd., has been over-subscribed. The plans, which are by M. Roisin, have been considerably altered in the way of extension, and building operations are to be commenced forthwith.

The British Ambassador at Berlin, on behalf of the King, has presented Captain Lams, commander of the German warship *Illie*, with the Order of the Bath. Captain Lams was entertained to lunch at the British Embassy. It will be remembered that the *Illie* took a prominent part in the capture of the Taku forts in June, 1900, when Captain Lams was seriously wounded.

Messrs. A. S. Watson & Co., Ltd., will open to-morrow for public business their new Kowloon Dispensary situated at the corner of Robinson Road and Cameron Road. This establishment will be a boon to residents in the suburb, which so far has had to depend upon Hongkong for the supply of its medicinal needs. The Dispensary is a handsome building of two storeys, substantial and well lighted. Mr. H. G. Stevens will be in charge.

The King has been pleased to give and grant unto Mr. John Alexander Summers His Majesty's Royal licence and authority that he may accept and wear the Insignia of the Third Class, Third Division, of the Imperial Chinese Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of his services as Professor of English at the Chinese College at Shanghai.

The *Sia Wan Pao* is informed by its Peking correspondent that people coming to Peking from Kien report that the Russian Administrator has been recently doing his best to get into favour with the merchants and people of that region, by exercising leniency and justice in his administration. He often informs the people that after the Russians have retired from that part, the Chinese authorities will probably not be able to cope with the brigands, and that on the contrary the presence of Chinese soldiers will do more injury than good to them.

The blank walls of certain houses near the top of Mosque Street have been secured as an advertisement hoarding by a well-known local firm of wine and spirit merchants, whose name appears in letters of such magnitude that they cannot fail to strike the eye of anyone looking at the City from the Harbour or Kowloon. The effectiveness of the advertisement is unquestionable, but it does not lead any beauty to the view. How long will it be till "X's Pills" flaunt their remedial sovereignty from the face of the Peak?

Answering Mr. Schwann, M.P., in the House of Commons last month, Lord Cranborne said no information had been received from Manchuria as to the Boxer movement and anti-foreign feeling, but His Majesty's Consul-General at Hankow had reported that he had received trustworthy information of a threatened movement in Kansu. A report from the British Vice-Consul at Tientsin also pointed in the same direction. His Majesty's Chargé d'Affaires has warned the Chinese Government, and the Wai-pu-wu had stated in reply that they had received no corroboration of the news, and that the reports had probably arisen from movements of disbanded troops in Kansu.

Some of the native papers in the North manifest anxiety over the relations between Russia and Japan. A report emanating from Manchuria predicts a conflict between the two Powers before long in consequence of some bitterness engendered by the competition in the timber trade in the regions of the Yalu. Russia is alleged to have transferred 230,000 soldiers to the frontiers of Manchuria and is further said to have ordered four battleships and a score of cruisers and torpedo-boats to Talienwan. Perhaps the rumours current that large and urgent orders for provisions for the Japanese fleet have been placed in Hongkong, Shanghai and Singapore may be taken as something in the nature of corroboration, but for our part we disbelieve in the probability of a conflict between these two Powers in the immediate future.

At Tientsin recently General Creagh, V.C., presented to Lieut. Popham of the Sherwood Foresters the Distinguished Service Order. The troops formed three sides of a square and Lieut. Popham was called into the centre. General Creagh speaking with great distinctness was heard by everyone present as he recited the honour he felt it to comply with the commands of the King-Emperor who had given orders that these honours should be given in the presence of all the troops available. Lieut. Popham had displayed the greatest gallantry as they all knew at Bothell Bridge when at the risk of his life he had performed a conspicuous act of valour. It increased his very great pleasure in making this presentation that the Derbyshire were his old regiment. When he joined Her Majesty's service 37 years ago he had been one of them. The regiment had done fine service ever since it was raised, and especially in the late war in South Africa. The General then summarised his remarks in kind words and proceeded to affix the coveted medal on Lieut. Popham's left breast; he then cordially shook hands with him and offered his personal congratulations.

Miss Floy Gilmore has been appointed assistant Attorney-General at Manila.

At a Congregation at Cambridge, on 7th ult., amongst other degrees conferred was that of M.A. (by proxy) on Rev. M. Longridge, Trinity, chaplain of H.M.S. *Glory*.

According to a Honolulu paper, it is not improbable that the Pacific Mail Steamship Company may convert the Korea and all of the vessels of its line into oil burners.

Lieut.-Col. Donald Mackenzie, S.V.C., has been appointed Secretary to the Municipal Council and Superintendent of Police in the new International Settlement at Kulangsu, Amoy.

A Manila paper says that the rumour regarding the sinking of a large tramp steamer in Hongkong harbour caused by the transport *Sherman* striking the vessel while leaving dry-dock is believed to be unfounded. Quite so!

The King has appointed Mr. Herbert Allan Ottowill to be His Majesty's Vice-Consul at Tientsin, and has approved of Mr. William Paterson Waddell as Consul of Sweden and Norway at Singapore for the Straits Settlements, and Don Frederico D. Barretto as Vice-Consul of Mexico at Hongkong.

From St. Petersburg it is reported that the Russian Foreign Department will shortly establish a Russian committee for the exploration of Northern and Eastern Asia, for historical, archaeological, linguistic, and ethnographical investigations. The statutes have been published, and admit of the participation of scientific men of all nations.

The Chinese Minister in London was recently interviewed by the London correspondent of the *Matin*, respecting the state of affairs in China. He spoke with bitterness, we are told, of the missionaries, but he attributed the present discontent to the heavy taxation rendered necessary by the payment of the war indemnity in gold. The Government, he said, had 40,000 men at its disposal to use against the agitators. The Chinese people were devoted to the dynasty, and the throne was perfectly secure.

In the course of a discussion in the House of Commons on a vote for expenditure in connection with embassies, missions and consular services abroad, Viscount Cranborne mentioned that the full amount of the cost of telegrams from Peking in connection with the Treaty and Tariff was £16,846. Even for Chinese negotiations, he said, the negotiations in respect of the China Commercial Treaty were preternaturally long. Mr. Wylie expressed the opinion that the money spent on telegrams to the East had been well expended.

M. Witte, the Russian Minister of Finance, recently handed to the Tsar a special report dealing with his recent visit to the Far East. The Chinese Eastern Railway comes in for a great deal of attention. On the whole M. Witte says that the work of construction has been carried out well, and that it will redound to the honour of Russian railway construction. Especial attention has been given to meeting the important demands involved in carrying out the harbour works at Dalny, and their completion may be looked for probably within the next twelve months.

A Peking despatch states that owing to a recent joint memorial presented by Viceroy Chang Chih-tung and Yuan Shikai strongly recommending the immediate issue of an Imperial edict abolishing for ever the old style of examinations for the Chüjün (Master of Arts) and Chünshih (Doctor) degrees, and authorizing the Peking University to conduct examinations in future and confer higher literary degrees, a party of Conservative Censors have begun sending in memorials to the Throne denouncing the two Viceroy's and their scheme.

According to the *Suiet*, the Russian steamship companies are at present passing through a severe crisis in consequence of the competition on the part of the railways, which is proving too strong for them. The journal says it is no exaggeration to say that the merchant fleet of Southern Russia is on the verge of ruin. At present there is not sufficient cargo to give work to the fleet or even to ensure its existence, while, on the other hand, the railways have secured nearly all the lucrative carrying trade in Western Russia and the Caucasus, the quantity of which interferes with its regular delivery.

The Governor in Council having decided that the resumption of a portion of the remaining portion of Inland Lot 71 (including the kitchen backyard, rear wall and the rear part of the house No. 19, Circular Pathway) is required for a public purpose and private negotiations for the purchase thereof having failed, the said portion of the remaining portion of Inland Lot 71 containing an area of about 396 square feet will be resumed by the Crown for a public purpose at the expiration of four months from the publication of notice, and that thereupon such compensation in respect of such resumption will be paid as may be awarded in the manner provided by the Crown Lands Resumption Ordinance 1900.

FATAL STREET FIGHT

On Friday night last a trio of ricksha coolies came into collision in Des Vaux Road outside the Hongkong Hotel. Two allied themselves against the third, and during the fight he received a kick or a blow on the spleen which caused rupture of that organ. He sank down in the street, and expired very soon afterwards. The police were called, but the assailants escaped, and are still at large. The police, however, are in possession of their names, and unless they have gained Chinese territory their capture should not be long delayed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

JAPANESE NAVAL REVIEW AT KOBE.

A BRILLIANT SPECTACLE.

Kobe, 11th April.

His Majesty the Emperor of Japan reviewed yesterday a fleet of over seventy warships, the brilliant spectacle being witnessed by thousands of people from all parts of the Empire.

EXPLOSION OF A POWDER MAGAZINE AT CANTON.

TEN BUILDINGS DESTROYED—MANY PERSONS KILLED AND INJURED.

Canton, 11th April.

The Winghai powder magazine, outside the East Gate, consisting of about ten buildings, covering a valley forty acres in extent, was blown up on Friday afternoon, and completely destroyed.

It is reported that the guard were killed and several persons injured.

No damage was done to the city, but the shock was severely felt.

In connection with the above a correspondent writes as follows:—

Canton, 11th April.

Yesterday at 2.40 p.m. the inhabitants of Canton were startled by a tremendous explosion. A large volume of smoke was seen to be rising in the shape of a balloon from a point some distance to the N.E. of the city, and it was evident that a powder-magazine had exploded—a not uncommon occurrence in China.

The writer immediately set out for the scene of the disaster, and on reaching the small N. gate, found a continuous string of Chinese hurrying towards the scene of the disaster. After walking about a mile towards the low hills, from behind which smoke was still rising, indications of the magnitude of the explosion began to appear.

Persons carrying blackened beams and other wreckage, the roof of a house broken in, a blackened and grinning survivor staggering along, and finally several coffins being carried towards a point over the brow of a hill about two miles outside the small North gate of the city, all told a sad tale.

The powder magazine was called Yang Tai, and was in the district called Ho Yu Ch'ü. It covered an area of over an acre, and this space was a confused mass of bricks and beams, from which smoke was still issuing in dense clouds an hour after the explosion. Under the ruins is buried an unknown number of soldiers; several who had been guarding the magazine had already been dug out, but workmen were still busy digging.

About three hundred yards from the ruins an unfortunate coolie was lying, who had been blown some distance, and was suffering from a fractured thigh and minor injuries. A dense crowd of Chinese surrounded him, and though he had lain there for an hour, they had not given him so much as a drink of water. This was soon put to rights, however, and by dint of vigorous bambooing the crowd were forced to stand back. A German missionary was doing very good work, and probably saved two or three lives, as he was provided with bandages. The Chinese seemed unable to help. It does not occur to them that there are little ways of alleviating suffering without possessing any knowledge of surgery, and they wait for a doctor or a foreigner to appear.

Some of the wounded were mangled beyond description. Twenty-three were attended by Dr. Swan, who arrived at about 5 p.m. Most of the injured were suffering from shock, for the force of the explosion must have been terrific. A wall, formerly ten feet high, which girdled the magazine, had been cut down as it were with a knife two feet from the ground. Not a leaf remained on any tree within a hundred yards of the place.

The number of the dead is as yet unknown, but is probably not above twenty. The sufferers are receiving the best of attention at Dr. Swan's hospital at Kuk Fou, where they were conveyed during the night.

REUTER'S SERVICE.

BRITISH TRADE.

London, 8th April.

British imports for March show an increase of over £6,000,000 and exports an increase of £3,000,000 as compared with March, 1902.

THE DREYFUS AFFAIR.

London, 8th April.

In the Chamber of Deputies on Monday, Premier Briand charged the ex-Minister of War Cavaignac with concealing General Pellieux's letter from his colleagues; the ex-Minister

gave a confused and unconvincing explanation. The Government has promised an administrative enquiry.

A COUP D'ETAT IN SERBIA.

London, 8th April.

The King of Serbia has executed a curious coup d'etat by suddenly promulgating a decree revoking the Constitution, which he himself had granted on the 19th April, 1901, dismissing the Skupstina and annulling a number of laws passed by that body; he then immediately promulgated a new decree restoring the Constitution. The motive for this action is not explained.

London, 10th April.

The King of Serbia, by submerging the Constitution for a few minutes yesterday, succeeded in ridding himself of a number of Radical Senators and State Councillors, and re-starting the Constitution with a clean slate.

BYE-ELECTION IN ENGLAND.

London, 9th April.

At a bye-election at Cranborne, Sir Wilfred Lawson (Liberal) has been elected by 3,553 votes, against Mr. Straus's (Unionist) 2,369 votes. Sir Wilfred Lawson replaces Mr. W. S. Cairne.

[The late Mr. Cairne was elected by a majority of 18 only. Sir Wilfred Lawson's majority is 689.—Ed. D.P.]

THE CHINESE CUSTOMS.

London, 9th April.

Sir Robert Hart has appointed a Russian Commissioner of Customs at Newchwang.

THE STRIKE IN HOLLAND.

London, 9th April.

The Dutch Chamber has passed the Anti-Strike Law by a large majority; the strike is unabated.

THE "AMERICA" CUP.

London, 9th April.

Shamrock III has had another successful trial, completely beating *Shamrock I*.

London, 10th April.

The new *Shamrock* in further trials at Weymouth, beat *Shamrock I* by four minutes in a seven-mile run.

NEW FIELD MARSHALS.

London, 10th April.

General Sir Evelyn Wood and General Sir George White have been promoted to the rank of Field Marshals.

PRESIDENT'S EULOGY OF GOVERNOR TAFT.

London, 10th April.

President Roosevelt, speaking at Fargo, eulogised Governor Taft as the finest type of a public servant.

LORD MILNER TO PROCEED TO ENGLAND.

London, 10th April.

Lord Milner will take two months' leave and proceed to England for August and September. His Lordship is looking very worn.

THE KING TO VISIT PARIS.

London, 10th April.

At a Cabinet Council in Paris, it has been decided that the President and all the Ministers will receive the King at the railway station on the 1st May, and a grand dinner will be given at the Elysée on the 2nd May.

THE EASTER HOLIDAYS.

There was general cessation of business in the Colony on Good Friday. Sacred services were held in the various churches and chapels. The 21st Annual Prize Meeting of the Hongkong Rifle Association was begun on that day and will be concluded this afternoon. Saturday being mail day, the shipping and mercantile offices and the banks were again opened in the forenoon. Besides many private lunch parties and picnics there were two big excursions to Macao, the *Chungking* leaving on Saturday evening to return this morning, and the *Wing-chai* leaving yesterday morning to return the same night; both trips were well patronised. On Saturday also the annual tennis match between the Ladies' Recreation Club and the H.K.C.C. was played on the Cricket Ground. Yesterday special Easter services were held in the churches.

The services at St. John's Cathedral were fully choral, the music being of a suitable Easter character; devotionally rendered by the choir, which was at almost full strength. Stanford's Te Deum and Benedictus in B flat and the anthem "Awake up my glory" (Barby) were sung at matins, and at evensong a Magnificat and Nunc Dimittis composed by the Cathedral organist, Mr. A. G. Ward. The concluding voluntary at the evening service was the "Hallelujah Chorus" from Handel's *Messiah*. The altar, chancel, and font were adorned with plants and flowers.

LAWN-TENNIS.

This annual match was played on the ground of the H.K.C.C. on Saturday last. The weather was fine and, from a spectator's point of view, pleasant and cool, but a strong wind somewhat interfered with the play and probably on this account the form shown was hardly up to the average. As is usual in these encounters the Ladies had the first choice of players to represent them—that is, of course, of men who are members of both Clubs: in spite of this fact, however, the C.C. generally manages to win. Saturday's match was an exception to the rule and, after a close and even contest, the L.R.C. won by 10 games—87 to 77. As a matter of fact the C.C. won the larger number of sets, securing 10 against their opponents 8. The L.R.C. were unfortunate in losing the services of Pinckney who was unable to play through illness, but this unfortunate circumstance doubtless tended to render the match more even as the C.C. were less strongly represented than usual. Of the various couples, Atkinson and Grist, for the L.R.C. and Humphreys and Rademacher, for the C.C. were the most successful, each pair losing but one set, but Atkinson and Grist won the most games—35 out of a possible 36, whereas Humphreys and Rademacher won 31 of this total. There was quite a large number of spectators, including many ladies, who followed the play with interest, it without enthusiasm. Messrs. Balloch, Grimbelle, Nicolle, and Woodcock efficiently carried out the duties of umpires and the C.C. Secretary was much in evidence in attending to the scoring boards. By the kindness of the Colonel and Officers, the band of the 10th Bombay Infantry played an excellent selection of pieces and thereby added greatly to the enjoyment of everyone present. The following are the results of the various matches:—

L.R.C.	H.K.C.C.	1st set.	2nd set.
Atkinson & Grist v. Martin & Butt		6-2	6-2
" v. Edwards & Strickland		6-1	6-2
" v. Humphreys & Rademacher		6-2	5-0
Pontifex & Man v. Edwards & Strickland		5-0	5-6
" v. Martin & Butt		5-0	5-6
" v. Humphreys & Rademacher		4-6	1-6
Hallifax & Yeats v. Humphreys & Rademacher		5-6	4-6
" v. Martin & Butt		2-6	4-5
" v. Edwards & Strickland		5-6	5-0
L.R.C. wins... 43	C.C. wins... 42		
41	43		
Total... 57 games	Total... 77 games		
C.C. wins 10 sets to L.R.C.'s 8.			

CRICKET.

CHAIKINGOWER CRICKET CLUB v. R.A.M.C.
A return match between the above was played on Saturday at the Happy Valley and was won by Chai Kingower by 9 runs.

The following are the scores and analyses—

CHAIKINGOWER C.C.	R.A.M.C.
J. L. Stuart, b. Woolley	20
E. Ford, b. Williams	5
P. Kemp, b. Williams	5
M. E. Asger, b. Cook	0
J. P. Jordan, b. Cook	0
L. A. Rose, b. Williams	23
E. Bass, b. Woolley	11
B. Postonji, c. Wilson, b. Williams	13
A. A. Remondino, b. Woolley	0
F. Drake, not out	0
A. E. Asger, b. Williams	0
Extras	6
Total	76

Staff-Sergeant, Wilson, b. Postonji	13
Lieut. Harvey, b. Postonji	13
Woolley, c. Stuart, b. Stuart	1
Cook, c. Bass, b. Postonji	8
Lieut. Craig, c. Kemp, b. Postonji	8
Sergeant, Major, Aldwick, l.b.w., b. Stuart	8
Goodwill, not out	10
Williams, b. Stuart	4
Charles, c. Drake, b. Stuart	9
Duff, b. Stuart	4
Skinner, b. Postonji	4
Extras	0
Total	67

BOWLING ANALYSES.

CHAIKINGOWER C.C.	R.A.M.C.
Williams	6-3
Cook	5-2
Woolley	4-1
Hayes	3-2
Postonji	9-1
Kemp	1-3
Stuart	8-1

STREET NIGHT-NOISES.

Complaints have been made of late regarding the prevalence of night noises on streets not far removed from residential quarters and supposed to be under patrol by the police. Europeans who are unfortunate enough to have to live on the low levels have certainly good reason for complaint. Queen's Road from Lane, Crawford's to Ice House Street may be fairly called a residential quarter; yet there is more noise after midnight in that neighbourhood than in any other part of the town. Ricksha-coolies and others "jar" quarrel over the least creak, hawling at each other at the top of their voices and the depth of their vocabulary. Frequent rows occur there, too, among people who ought to know better but who certainly should not be allowed to settle their private differences at the expense of the sleeplessness of peaceable natives. Meanwhile the Chinese in the "why not 'look-on'?" stands inactive by, observing with Oriental stolidity. Surely there is a case here for a more effective European police patrol.

THE GERMAN SQUADRON.

By Imperial orders the German squadron of cruisers in China waters has been definitely fixed for this year's spring and summer season; it consists at present of the three large cruisers *Furst Bismarck*, *Hansa* and *Hertha*; the four smaller cruisers *Thetis*, *Geier*, *Bussard*, and *Seeadler*; the gunboats *Nisa*, *Jaguar*, *Tiger*, and *Lucia*; the two torpedo-boats *Taku* and *S. 90*; the river gunboat *Vorgarten*, and the river steam launch *Schomien*.

POLLARD'S LILLIPUTIANS AT THE THEATRE.

The more frequently one renews acquaintance with *The Geisha*, the more is one struck by its seemingly perennial charm, its (useful) music and bright dress. It bids fair to retain its hold for many days to come upon the affections of the public. On Saturday Pollard's Lilliputian Company produced the opera twice—in the afternoon and in the evening—and at both performances the verdict of the audience was similarly complimentary to the little people. At the evening production the house was crowded in a manner that ordinarily would have rendered the auditorium a place of discomfort after such a hot day as Saturday had been, but a merciful shower of rain that fell some three-quarters of an hour before the curtain rose brought a welcome fall in the temperature which lent zest to one's enjoyment of the piece. From beginning to end the audience were enthusiastic in their reception of the juvenile entertainers. Honours were fairly divided, but perhaps the first should be awarded Miss Alice Pollard, who took the part of O'Mimosa Sam and sang and acted charmingly. The little lady appearing on the programme as Miss Daphne Trott was all hearts by the brightness of her manner and the excellence of her singing and dancing in the role of Molly Seymour. Miss Ivy Trott acted to perfection as Reginald Fairfax and got a deserved encore for her song "Star of My Soul" while Master Teddy Macnamara was highly diverting as Tommy Stanley. The vagaries of Wun Hi as portrayed by Master Jack Pollard kept the audience in a ripple of laughter. Master Cesar Heints (Marquis Inari), Master Willie Thomas (the Secretary), and Master Charlie Bindlos (Captain Katana) all came in for a large share of the general plaudits. Needless to say, the dresses of the children were more than pretty and commanded universal admiration. The music was played too fast and with a suspicion of "rush," but, on the whole, the opera was delightfully presented and added another feather to the Lilliputian cap.

The matinee of *The Geisha* was also a success, and was given before a well filled house. The audience was, however, very disappointed in not hearing two of the best songs, "Star of My Soul" and "The Parrot Song," which were omitted. The time for the matinee not being advertised, the public not unreasonably concluded that it was to commence at the same time as before, viz., 3.30 o'clock. For some reason or other the performance started at 3 o'clock, before the Theatre was half filled, and the result was a good many people were very late, and the house was continually disturbed by late arrivals, who thought they were in good time.

To-night *The Geisha* will be repeated. Tomorrow and on Wednesday there will be a reproduction of *The Belle of New York*. Particulars regarding booking for to-night will be found in our advertising columns.

THE PROPOSED INTERNATIONAL PEKING MEDAL.

Mr. Kearley, M.P., has been informed by Lord George Hamilton that His Majesty's Government had at one time under their consideration, in consultation with other Powers, the question of bestowing an international medal upon those who took part in the defence of the Legations at Peking. This medal was not in any way to take the place of such medals or decorations as each State might think well to confer upon its own nationals. In consequence, however, of an absence of unanimity among the Powers concerned, it was finally decided to abandon the proposal.

AN UNSETTLED SHIPPING CLAIM.

Sir Michael Herbert, the British Ambassador at Washington, has called the attention of the State Department to the failure of Congress to provide for a settlement of the claim of Messrs. Gellatly, Hensley and Co., of London; the owners of the steamer *Mogul*, for damages sustained by that vessel through a collision with the United States transport *Warren* at Manila. The United States officials at the time of the accident found that the *Warren* was at fault, and, after fixing the amount of the damages, submitted a statement to Congress, but the only provision made was for another examination without any appropriation being made for the payment of any award. The Examiners' Department will again submit the estimate to Congress next Session.

THE CHINESE COURT.

A Peking despatch to the *N.-C. Daily News*, dated the 4th inst., says—His Majesty the Emperor proceeds to-morrow morning at 4 o'clock to the Temple of Agriculture to perform the ceremony of personally ploughing a furrow in the grounds of the said Temple, after which His Majesty returns to the Palace to visit the Empress Dowager and take breakfast. His Majesty will then leave the Palace at 5 o'clock for the Machiup railway terminus and await the arrival of the Empress Dowager at the Yellow-draped Imperial Kiok; at Machiup, and then embark on the train with Her Majesty for the Western Imperial Mansions. After performing the necessary sacrifices and worship at the mansions, Their Majesties will proceed to the Imperial Rest-house and transient State business.

3,000 NEWSPAPERS RECOMMEND MACNIVEN & CAMERON'S PENS. THE WAVELET PEN for English Writing. THE FLYING SCOTCHMAN PEN, justly called a Q.U.I.L. The Flying J. writes 200 words per dip. Sold at all Stations. WAVELET WORKS, ENGLAND. [2045-1]

CANTON.

[FROM OUR CORRESPONDENTS.]

Canton, 10th April.

THE ANNUAL PILGRIMAGE.
The Chinese have during the last week been enjoying their annual excursion to the tombs of their ancestors on the surrounding hills, and every day crowded steamers and passage boats have been disgorging their pilgrims bound for the North and East gates of the City. At this time the tombs of earth or stone are garnished and cleaned, the departed relations are provided with food and drink in case they require it, and paper is burned in their honour.

IMPROVING THE POLICE FORCE.
The recent efforts of the Prefect and other officials to promote the efficiency of the police force have resulted in the appearance of many neat and well-equipped policemen in some of the main streets, but sometimes their not unjustifiable pride leads to excess of zeal. Yesterday in the North Gate Street a policeman was informed that a thief was running away; he accordingly produced his revolver and fired in what seemed to him a likely direction, hitting two bystanders, a man and a boy of 13, the former in the stomach and the latter in the leg. Unfortunately there was no adequate medical assistance available, and both died in the course of the day.

THE EXPLOSION AT THE ARSENAL.
As I write these words, the house is shaken as if by an earthquake, and a cloud of smoke is visible near the North gate; a powder magazine has just blown up in that direction, and no doubt many of the newly-imported arms and stores have been destroyed. Truly a typical instance of Chinese carelessness in such matters.

THE CANTON-HANKOW RAILWAY.
The branch line of the Canton-Hankow railway, that from Canton to Fatsien, is making gradual progress, and several miles have been laid; but the commencement of the line from this end does not seem to be in view.

Canton, 11th April.

A CURIOUS STORY.

There is a good deal of talk about Hung Chin Fuk, the chief of the Triad Society, who, according to reports prevalent at the time was trying to raise rebellion on the Chinese New Year's Eve in Canton. It is said that spies were sent by Admiral Li Chow to Hongkong to inveigle the rebel chief. Having persuaded him to attend a feast they drugged him, put him into a wooden box and brought him in a steam-launch to Canton. On the voyage he awoke, and forced open the box. His captors, who discovered it, immediately proceeded to strangle him to death. When his corpse was brought to Canton an inquest was held upon it by the Magistrates of Nam Hoi and Pui Yu, but there was no evidence to prove his identity. The spies had in fact sought to palm off another man for Hung Chin Fuk; and people know now that these machinations were devised by certain military officials seeking promotion.

EXTRADITION WANTED.

Another story much discussed here concerns a notorious robber or rebel, Lum Pak-kai, now in prison in Macao awaiting extradition, for whose apprehension, a reward of 20,000 taels had been offered by the officials. This reward, it was stated, would be proportionately divided among those who were instrumental in getting him handed over to the Chinese authorities for execution. Weighins have been sent to Macao to procure the extradition; but as usual in such cases the evidence is so conflicting that there is some hesitation in handing him over.

AMOY.

[FROM OUR CORRESPONDENT.]

Amoy, 9th April.

MARRIAGE OF MR. A. CUMMING.

A very pretty wedding was celebrated in our little Union Church on the 6th instant, when Miss Mabel, the youngest daughter of Capt. Jack Saunders, was united in holy matrimony to Mr. Alexander Cumming, of Messrs. Butterfield and Swire. The service was conducted by the Rev. W. Macgregor. The church decorations were simple but effective; the bride was elegantly dressed in white satin, and looked charming. Her train was held by two little pages in sailor costume. The two bridesmaids, Miss Saunders and Miss Linklater, wore pretty cream chiffon dresses with hats to match, and a wee dot of two years in white silk brought up the rear. Dr. O'Neill officiated as groomsmen. A reception was afterwards held at Capt. Saunders' residence, where were displayed the many handsome presents that had been sent the happy couple. At four o'clock they left, amidst showers of rice, for Hongkong by the *Halifax*. The steamer was gay with bunting in honour of the occasion, and so were most of the boats in harbour.

MEN-OF-WAR ARRIVALS.

U.S.S. *Kentucky*, *New Orleans*, and *Helena* came in on the morning of the 6th instant and left hurriedly for the North the next day.

THE "ZAFIRO" MYSTERY.

According to the *Cablenews* of Manila, the mysterious disappearance of \$50,000 gold from the steamer *Zafiro* is still a mystery and the matter will be aired in the Hongkong courts as soon as the interested parties can be assembled in this city. Representatives of Messrs. Warner, Barnes & Co., the Chinese consignees and others in Manila who have an interest in the missing funds will probably leave on the *Zafiro* in order to be present when the case comes up. It was learned that the steamer *Zafiro* left Manila on the 10th inst. and was supposed to have been sighted off the coast of Luzon. The vessel, while of course the ship's status of the case as has existed ever since the loss was discovered, and the court to be convened will try to bring to light more definite information on the subject and fix the responsibility where it belongs.

THE CHINA ASSOCIATION.

MR. KESWICK, M.P., ON THE NEW COMMERCIAL TREATY.

[FROM OUR OWN REPORTER.]

The annual meeting of the China Association was held on March 10th at the offices of the P. & O. Steam Navigation Company, Limited, Leadenhall St., London, E.C., Mr. W. Keswick, M.P., presiding.

In moving the adoption of the report, the CHAIRMAN said the chief matter of importance which had been discussed during the year was of course the new commercial treaty with China—a document which, whether it came into force or not, must always be regarded as a compilation of extreme value, and one showing great industry and a complete grasp of the subject treated. There was much doubt as to whether the treaty provided all the safeguards which were needed in a country like China to protect foreign traders from the great changes it introduced. The condition of things which had hitherto prevailed was one which they had found fault with since the beginning of the operation of the Tientsin treaty. There had been difficulties in regard to inland transit duties, which the Chinese were so expert in levying upon all trade, and the object of the new treaty was to remove, if possible, these excisions, and to bring about conditions by which free trade throughout the Chinese Empire should be secured. In its spirit the new treaty was ideal; in its operation he trusted it would be all they desired it to be. Unquestionably there must be extreme vigilance on the part of the British authorities, and all nations should become parties to it. The treaty could not come into operation until all the other Powers had accepted it. Up to date the other Powers had not signified their consent, but there was still plenty of time for them to do so, as it was not until January next year that the ratification would become necessary. The treaty had been the subject of much discussion and criticism, and he thought the discussion had shown that it was a good treaty if it could be carried out. In regard to the silver question, the Chairman said it occurred to him that it was not possible to charge the system of silver basis in China unless the Chinese could bring other European nations and America and Japan to guarantee for a time the needful operations that would lead to the change. China was utterly powerless in the matter, and that being the case, unless foreign Powers came forward and assisted in the operation for a change in the currency no change could take place.

Mr. STRACHAN seconded the adoption of the report, and the resolution was carried.

The following gentlemen were then elected members of the General Committee for the ensuing year—Sir Thomas Sutherland, G.C.M.G.; Sir E. A. Sassoon, Bart., M.P.; Sir Cecil C. Smith, G.C.M.G.; Sir Ewan Cameron, K.C.M.G.; Sir Alfred Dent, K.C.M.G.; Sir R. T. Renzie, Sir E. J. Aokroyd; Sir Thomas Hambury, K.C.V.O.; Sir Thomas Jackson, Bart.; Sir F. E. Alford, Kt.; Messrs. A. R. Burkill, F. Cornes, H. Dent, G. B. Dowdell, R. M. Gray, R. S. Gundry, J. H. Gwyther, R. H. Hill, H. H. Joseph, Wm. Keswick, M.P., J. A. Maitland, G. J. Morrison, D. Reid, R. C. Rutherford, J. H. Scott, W. M. Strachan, W. A. Turnbull, W. C. Ward, J. Welch, T. H. Whitehead, W. S. Young, and A. Zimmermann.

Mr. D. REID proposed that Sir Alfred Dent, K.C.M.G., be elected President of the Association for the ensuing year. He said they would all agree that the Association was very much indebted to Sir Alfred Dent for the many years of valuable and active service which he had rendered not only in the capacity of hon. treasurer, which he had so faithfully discharged since the formation of the Association, but more particularly for his conscientious attendance at meetings of the Committee, and for the very active interest he had taken in the deliberations of the Association at the annual meeting. By reason of his long residence in China and his familiarity with China and Chinese affairs, it seemed to him (the speaker) that it was fitting that Sir Alfred Dent should be invited to take the presidential chair, now that it had been vacated by a distinguished member of the house of Jardine. The names of Jardine and Dent were as familiar as household words, and both had been associated with China ever since her ports had been opened to trade.

Sir EWAN CAMERON seconded, and the resolution was unanimously carried.

Sir ALFRED DENT returned thanks.

Mr. J. H. SCOTT proposed, and Mr. ZIMMERN seconded, that Mr. W. Keswick, M.P., be elected Chairman of the Committee, Sir Alfred Dent, Vice-Chairman, and Mr. J. Welch, Hon. Secretary and Hon. Treasurer.

The resolution was carried.

Mr. KESWICK, in returning thanks said he had done his best for the Association for a number of years, and he assured them that he would continue to do all he possibly could for them. He did not know whether they were to have days of very considerable anxiety in connection with their relations with China, but the Association would at all times keep alive with what was passing. In the future, events in China would unquestionably move faster than they had hitherto moved, whether in the way of progress or of reaction, and as they called upon the Government to be alert in their interests so ought the members of the Association to obtain the best information and make the most use of it.

Sir ALFRED DENT and Mr. WELCH also suitably replied, and the proceedings terminated with a vote of thanks to the Chairman for presiding.

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[38]

THE ANTI-FOOTBINDING MOVEMENT.

SPEECH BY WU TING-FANG.

Speaking last week at the annual meeting of the Natural Feet Society, founded in Shanghai by Mrs. Archibald Little, H. E. Wu Ting-fang, ex-Minister to Washington, declared himself to be a staunch opponent of footbinding. He knew the cruelty of it, but so did those present also, so it was needless to go into details. From early in life he had tried his humble best to put it down but with very little success. He had no daughter of his own, so that he could not set an example as he would have liked to do, for no daughter of his should ever have her feet bound. (Applause.) It was, therefore, with great gratification that while he was in America he heard of the starting of this Society. He welcomed the movement and when he heard of the edict of the Empress Dowager he "leaped for joy." Some of those present knew his (the speaker's) wife and that she had small feet. They might therefore charge him with inconsistency unless he gave a personal explanation. It was that when he was old enough for a wife he told his parents he would not marry a girl with small feet. Unfortunately it was impossible to find a respectable and suitable bride, whose feet were unbound, and after three years' waiting he married one with bound feet, rather than remain single. "I am not complaining of my wife," His Excellency continued, "I am quite satisfied with her. Since we have been married I have talked to her about her feet and I am glad to say she is of the same way of thinking as I am. But it is very difficult to unloosen feet once bound, though I can tell you *sub rosa* my wife is trying to unloosen her feet (applause). When she heard of this meeting she urged me to come and she has authorised me to say she will give a small contribution of \$100 to the Society" (applause).

POLYGAMY AND SLAVERY IN THE PHILIPPINES.

It appears that the assignment of General Leonard Wood, ex-Governor of Cuba and an officer who has the full confidence of the Administration, to duty in the Philippines has for its real purpose the ending of the anomalous state of affairs in Mindanao, where polygamy and slavery still exist, reports the *Times* correspondent. It is stated that the Moros everywhere are to be put on the same footing as other Philippine tribes—that is to say, complete subjection to the United States. Whether the Sultanate of Sulu will be abolished is not known, but presumably this also is in the programme the carrying out of which has been entrusted to General Wood. The most hopeful feature of General Wood's mission is the announcement that he is first going to Europe and probably to India and other Asiatic countries in order to obtain the advice of European Administrators of experience as to the management of polygamous and slave-holding peoples.

CHINA'S CURRENCY.

Though China may fail to give that measure of importance to the subject which its pressing nature demands, it is certainly vital that she shall, and speedily, take the matter of her coinage and currency in hand. The first, in a way, is provided for in the Mackay Treaty, but the second is of quite equal importance. We are aware that she is, according to her lights, considering both matters, but her ways are scarcely effective enough for dealing with the position. Two things are needful. The first is, as provided by Art. II of the Shanghai Treaty, that there shall be a coinage instead of the weight of silver, which, in many ways an ideal system, is faultily carried out. No other arrangement permits of a stable exchange with gold, and the whole is determined to go gold. Secondly, the unit of silver coinage must be fixed in its relation to gold, either by effecting a true gold standard currency, or by a gold basis, much on the lines of India. What leads to misgivings, however, is the absence of a proper fiscal administration of the country. Until the Government understand this and then use their reason in adopting the only course that will get them out of their difficulties, attempts to reform the currency will be futile.—*L. & C. Express.*

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Sachsen* left Shanghai on the 11th inst., at 11 a.m., and may be expected here on or about this evening.
The Imperial German mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 17th ult., left Singapore on the 11th inst., at 8 a.m., and may be expected here on or about the 16th inst., a.m.
The C.P.R. steamer *Empress of India* arrived at Shanghai at 10 a.m. on the 11th inst., and left again at 8 p.m. same day for Hongkong, where she is due to arrive at 8 a.m., to-morrow.
The C.P.R. steamer *Empress of China* left Yokohama for Vancouver on the 10th inst. p.m.
The P. & O. steamer *Malacca* left Singapore for this port on the 10th inst., at 3 p.m.
The N.P.L. steamer *Marburg*, from Hamburg, left Singapore for this port on the 10th inst. p.m., and may be expected here on the 16th inst., a.m.

SHOOTING IN THE BRITISH AND AMERICAN NAVIES.

If, according to Admiral Dewey's recent report on gunnery in the United States Navy, the Americans have much to accomplish in the matter of straight rapid firing, it cannot be said, remarks the *Naval and Military Record*, that the British Navy can afford to throw stones. The admiral quotes a bad example, the *Alabama*, which made 15 hits in 55 rounds, and the *Kearsage*, which made 13 in 49. The firing certainly was slow, and the proportion of misses was remarkably excessive. Nevertheless, the percentage of hits to rounds fired was 27.5 in the *Alabama* and 26.5 in the *Kearsage*. Seeing that the average in the British Navy for all guns of 6-inch calibre and upwards is about 39, we should in our service accept the shooting in the *Alabama* and *Kearsage* as indifferent rather than as bad. We can, however, show some examples that are not merely bad; but lamentably so. The *Formidable* went to her prize-firing in fine weather after she had been eight months in commission, and her 12-inch guns in 27 rounds made one hit, or 3.7 per cent. The *Empress of India* fired 69 rounds with her heavy guns, and made eleven hits, or 16 per cent. The American target measures 800 square feet, the English target 710 square feet; in both cases the maximum range was 1,600 yards. There is, therefore, not much disparity in the conditions of firing, and we may conclude that if our best shooting ships are better than the Americans our worst shooting ships are infinitely worse.

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Do. do.	8	Pts. 18.00	3.00
El Capitan	4	Pts. 16.50	4.15
Do. do.	8	Pts. 16.50	2.75
Jubilee	4	Pts. 16.50	4.75
Do. do.	8	Pts. 16.50	2.75
Munich, Dark	4	Pts. 17.00	4.25
Do. do.	8	Pts. 17.00	2.35
Blatz, American	6	Pts. 28.00	4.70
Do. do.	10	Pts. 29.00	2.90
Yebisu, Japanese	8	Pts. 16.00	2.10
Yebisu, Japanese	8	Pts. 17.00	2.30

STOUT.

Ind. Coops & Co's	Per 8 Doz. Pts.	\$19.50	\$24.45
Guinness, Bear's Head	4	Qts. 20.00	5.00
Guinness, Bear's Head	8	Pts. 25.00	3.15

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NEW ADVERTISEMENTS

NOTICE.

DURING my temporary absence from the Colony, Mr. HAROLD A. SETH is authorised to Sign for me.

A. H. RENNIE.

The Portland Flouring Mills Co. Hongkong, 11th April, 1903. [1128]

HONGKONG ICE COMPANY, LIMITED.

FROM 1st MAY NEXT, until further notice, the retail price of ICE will be TWO CENTS PER POUND. Rates for One Ton and upwards, supplied to shipping, direct from the Works will remain as formerly. Cold Storage rates on application. W.M. FARLANE, Manager. Hongkong, 11th April, 1903. [1129]

THEATRE ROYAL CITY HALL.

LESSEES and PROPRIETORS—Mr. C. A. POLLARD and Mrs. N. CHESTER.

POLLARD'S LILLIPUTIAN OPERA CO.

TO-NIGHT

"THE GEISHA."

TO-MORROW-NIGHT (TUESDAY) AND WEDNESDAY

"BELLE OF NEW YORK."

THURSDAY AND FRIDAY

"LA MASCOTTE."

The Plans for To-night will be Open at the ROBINSON PIANO COMPANY to-day from 10 A.M. to 12 Noon and from 2 P.M. to 4 P.M. Prices as usual.

Late Trams and Ferries as usual.

A. LEVEY, Representative. A. H. POLLARD, Manager. Hongkong, 13th April, 1902. [1125]

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING OF PERSEVERANCE LODGE will be held at the FREEMASONS' HALL, Zedden Street, on THURSDAY, the 16th APRIL, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 13th April, 1903. [1130]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAINUN," Captain Hodgins, will be despatched for the above ports TUESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAIRRAK & CO., General Managers. Hongkong, 10th April, 1903. [1123]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship "BAYERN," OF THE NORDDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about THURSDAY, the 16th inst., A.M., will leave for the above places about 12.24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 13th April, 1903. [1126]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT & SANDAKAN. Taking Cargo at through rates to TAWAU, LAHAD DATU and LABUAN. THE Company's Steamship

"BORNEO," Captain Muhl, will be ready to load for the above ports on THURSDAY MORNING, the 16th instant.

For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 13th April, 1903. [1128]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALUTTA.

THE Company's Steamship "NAMSANG," Captain Geo. Payne, will be despatched as above on SATURDAY, the 18th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 13th April, 1903. [1127]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI," FROM NEW YORK. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained on application at the office of the Undersigned, has to be signed and a deposit paid before delivery of cargo can be obtained. No Fire Insurance has been effected. Bills of Lading will be countersigned by DOLWELL & CO., LIMITED, Agents. Hongkong, 10th April, 1903. [1124]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

A N INTERIM DIVIDEND of 4 per cent. payable on 20th inst., has been declared. Warrants may be had on application at the Offices of the Undersigned on and after that date. The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 20th inst., inclusive. JARDINE, MATHESON & CO., General Managers. Hongkong, 9th April, 1903. [1115]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconfield Arcade, Victoria, Hongkong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed:—That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 9th day of May, 1903, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors, W. KERFOOT HUGHES, Secretary. Hongkong, 9th April, 1903. [1109]

BANK HOLIDAY.

IN accordance with the provisions of Ordinances No. 6, of 1875, the Undermentioned Banks will be closed for the transaction of Public Business TO-DAY (EASTER MONDAY), the 13th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. T. P. COCHRANE, Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION. J. E. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED. H. PINCKNEY, Acting Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED. EVAN ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency. G. MAYER, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED. TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA. E. W. BUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK. H. FIGGE, Manager.

For the PRO RUSSO-CHINESE BANK, BANK OF SOUTH CHINA. J. W. R. TAYLOR, Managing Director.

For the GUARANTY TRUST COMPANY OF NEW YORK. E. F. GROS, Acting Manager.

BANK OF SOUTH CHINA. J. W. R. TAYLOR, Managing Director.

For the INTERNATIONAL BANKING CORPORATION. CHAS. R. SCOTT, Manager. Hongkong, 7th April, 1903. [1082]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that MUSKETRY FIELD PRACTICE will be carried out on WEDNESDAY, the 15th instant, commencing at 10 A.M., about a mile to the North-East of Kowloon City in a northerly direction.

By Command, F. H. MAY, Colonial Secretary's Office. Hongkong, 8th April, 1903. [1114]

FOR SALE.

A SEWING MACHINE for Sale in excellent condition. On View at W. BREWER & CO., Queen's Road. Hongkong, 10th April, 1903. [1117]

TO CONNOISSEURS.

FOR SALE.

A SMALL Collection of the Choicest Old CHINESE PORCELAIN ENAMELS and BRONZES. For Particulars, apply to—JARDINE, MATHESON & CO., General Managers. Hongkong, 4th April, 1903. [1064]

AUCTIONS

GRAND AUCTION SALE OF CLOISONNE WARE.

THE undersigned have received instructions from the CLOISONNE MANUFACTORY ASSOCIATION of NAGAYA, Japan, to sell by Public Auction, TO-MORROW (TUESDAY), the 14th APRIL, 1903, at 11 A.M., at their SALES ROOMS, No. 3, Des Voeux Road, Corner of Ice House Street, A VERY FINE AND CHOICE COLLECTION OF CLOISONNE WARE, Comprising:—VASES, WALL PLATES, INCENSE BURNERS, BUCKLES, JEWELLERY BOXES, LINKS and STUDS, &c., &c. N.B.—We beg to draw the attention of the Public that the Sellers are Manufacturers of all classes of Cloisonne especially in Silver Cloisonne Ware. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 4th April, 1903. [1063]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 14th APRIL, 1903, at 2.30 P.M., at No. 4, VICTORIA VIEW, Kowloon, The Residence of G. C. WILSON, Esq., THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (MOSTLY OF MAIRNBURK-MAKE). Full Particulars in Catalogue. On view from Monday, the 13th April. Terms—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 9th April, 1903. [110]

REFERRING to our advertisement, dated 6th March, 1903, we have now received instructions to offer at PUBLIC AUCTION, on WEDNESDAY, the 15th APRIL, 1903, at 11.45 A.M., the desirable Property known as "KOON YEO" (the residence of the late W. P. GALTON, Esq.). The Auction will take place on the premises. H. S. BRAND & CO., Auctioneers, etc. Fochow, 27th March, 1903. [1109]

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to sell by Public Auction, on WEDNESDAY, the 15th APRIL, 1903, at their OFFICES in Ice House Street, at 3 P.M., THE VALUABLE LEASEHOLD PROPERTY known and registered in the Land Office as SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704, now known as Fernside, Robinson Road.

The property will be sold in 3 lots particulars whereof are as follows:—Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the premises thereon now known as Fernside, Robinson Road. With and subject to certain rights of way. Crown Lease term: 99 years. Area: 14,985 square feet; Crown rent of whole Lot: \$33. Proportion of Crown rent: \$10.06.

Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,920 square feet. Proportion of Crown rent: \$4.70.

Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 6,778 square feet. Proportion of Crown rent: \$4.54.

For further Particulars and Conditions of Sale apply to—THE AUCTIONEERS, Messieurs. DEACON & HASTINGS, 10, Queen's Road Central. Solicitors for the Vendors. Hongkong, 2nd April, 1903. [1049]

PUBLIC AUCTION.

ME. GEO. P. LAMMERT has received instructions to sell by Public Auction, on WEDNESDAY, the 22nd APRIL, 1903, at 3 P.M., at his SALES ROOMS, Duddell Street (By Order of the Mortgagee), THE FOLLOWING "VALUABLE LEASEHOLD PROPERTY".

All that Piece or Parcel of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as Section D of Inland Lot No. 430 with the House thereon known as No. 24, Cross Street. The property is to be sold in one lot. Crown lease term 99 years. Proportion of Crown Rent \$8.96. Area 596 square feet.

For further Particulars, apply to—S. W. TSO, Solicitor for the Vendor, or GEO. P. LAMMERT, Auctioneer. Hongkong, 10th April, 1903. [1119]

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

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INTEREST ALLOWED ON DEPOSITS At 2 1/2 per annum on Current Account daily balances. 3 1/2 per annum on Fixed Deposits for 3 months. 4 1/2 " " " 6 " " " 12 " " " 18 " " " 24 " " " 36 " " " 48 " " " 60 " " " 72 " " " 84 " " " 96 " " " 108 " " " 120 " " " 132 " " " 144 " " " 156 " " " 168 " " " 180 " " " 192 " " " 216 " " " 240 " " " 252 " " " 264 " " " 276 " " " 288 " " " 300 " " " 312 " " " 324 " " " 336 " " " 348 " " " 360 " " " 372 " " " 384 " " " 396 " " " 408 " " " 420 " " " 432 " " " 444 " " " 456 " " " 468 " " " 480 " " " 492 " " " 504 " " " 516 " " " 528 " " " 540 " " " 552 " " " 564 " " " 576 " " " 588 " " " 600 " " " 612 " " " 624 " " " 636 " " " 648 " " " 660 " " " 672 " " " 684 " " " 696 " " " 708 " " " 720 " " " 732 " " " 744 " " " 756 " " " 768 " " " 780 " " " 792 " " " 804 " " " 816 " " " 828 " " " 840 " " " 852 " " " 864 " " " 876 " " " 888 " " " 900 " " " 912 " " " 924 " " " 936 " " " 948 " " " 960 " " " 972 " " " 984 " " " 996 " " " 1000 " " " 1012 " " " 1024 " " " 1036 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TO LET

SPACIOUS NEW HOUSES AND FLATS.
Connaught Road, Den Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Offices, Stores, &c. Rents very
moderate.
Apply to—

S. A. SETH,
Dairy Farm Co.,

KWONG SUN TAI,
34, Wing Lok Street.

Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE" MAGAZINE GAP. Avail-
able from 1st April.
Apply—

Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

"HARTLEY," STONY BROOKE,
and "INGLEWOOD," RICHMOND
ROAD.
Apply to—

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 7th March, 1903. [150]

TO LET.

"THE RETREAT," MOUNT KELLET.
FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 7, MORETON TERRACE.
GODOWNS at BOWLINGTON (PRAYA
East).

HOUSES in LEIGHTON HILL ROAD.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st January, 1903. [71]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—

H. N. MODY,
Victoria Buildings.

Hongkong, 2nd December, 1902. [82]

TO LET.

FURNISHED completely, with possession
from 1st May, semi-detached SIX-
ROOMED HOUSE, No. 2, GOMES
VILLAS, DEN VAUX ROAD, Kowloon. Cool
and breezy. Facing Kowloon Bay. May be
inspected by appointment.
Address—

C. E.,
Care of Daily Press Office.

Hongkong, 25th March, 1903. [958]

TO LET.

OFFICE, airy and commodious, No. 3,
QUEEN'S BUILDING, 3rd FLOOR.
Apply—

ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

TO LET.

"WESTBOURNE VILLA," NORTH
BONHAM ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELLET.

Nos. 7, 11, 15 & 18, BELILIOS TERRACE,
"BISNIE VILLA," FORMULUS ROAD.
Land on sea front Kowloon. Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—

LINSTEAD & DAVIS.

Hongkong, 2nd April, 1903. [1046]

TO LET.

NO. 12, CASTLE ROAD.
No. 74, CAINE ROAD.
Nos. 7, 9, and 11, SEYMOUR ROAD.
1st FLOOR of No. 49, PEEL STREET.
GODOWN No. 31A, PRAYA EAST.

Apply to—

COMPASS ROSS'S DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 6th April, 1903. [1073]

TO LET.

OFFICES at 6, QUEEN'S ROAD
CENTRAL.
Apply to—

G. GIRAULT.

Hongkong, 3rd January, 1902. [72]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—

SPANISH PROCUSSION.

Hongkong, 1st January, 1903. [73]

TO LET.

FROM April 1st the GROUND FLOOR
and the TOP FLOOR of No. 41, Den
Vaux Road Central.
Apply to—

C. S. L.,
Care of 81, Queen's Road Central.

Hongkong, 16th March, 1903. [954]

BOARD AND RESIDENCE.

Apply to—
9, SELBORNE VILLAS,
Kennedy Road.

Hongkong, 14th February, 1903. [52]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.

Hongkong, 20th March, 1903. [1915]

PRIVATE BOARD AND RESIDENCE.

NOS. 12 and 14, QUEEN'S ROAD
CENTRAL. Entrance by Zeland
Street.
Hongkong, 3rd March, 1903. [700]

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—

MANAGERESS,
Macdonnell Road.

FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1892.

TO LET

TO LET

FURNISHED HOUSE in Kowloon.

Apply to—

P.,
Care of Daily Press Office.

Hongkong, 7th April, 1903. [1081]

TO LET.

TOP FLAT of "SEAVIEW," WANCHAI
GAR ROAD. Cool and healthy situation.
Full view of harbour.

No. 6, EDNA TERRACE.
No. 6, MOSQUE JUNCTION.
No. 31, MOSQUE JUNCTION.
And others to suit various requirements.

S. A. SETH,
Care of the Dairy Farm Co., Ltd.

Hongkong, 7th April, 1903. [735]

TO LET FOR SALE.

"EXCELSIOR," No. 10, SAN
LORENZO, Macao. From 1st
April, ext.

Apply to—

DR. G. P. JORDAN,
2, Connaught Buildings.

Hongkong, 3rd March, 1903. [698]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coal.

Also Land for Coal storage.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st March, 1903. [1002]

TO LET.

NO. 3, STEWART TERRACE, the
Peak.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 8th April, 1903. [1108]

TO LET.

FURNISHED HOUSE on MOUNT
KELLET, the Peak, for 2 or 3
months, from 15th April, inst.

For Particulars, apply to—

TURNER & CO.

Hongkong, 9th April, 1903. [1101]

TO LET.

FURNISHED ROOM, with BOARD,
situated in CAINE ROAD.

Apply to—

Care of Daily Press Office.

Hongkong, 9th April, 1903. [1102]

TO LET.

12, ARBUTHNOT ROAD. SIX-
ROOMED HOUSE.

Apply to—

E. A. DE CARVALHO.

Hongkong, 19th March, 1903. [694]

TO BE LET OR SOLD.

THE BUNGALOW on MOUNT KELLET
known as "THE SUMMER HOUSE."
For Particulars, apply to—

J. Y. V. VERNON.

Hongkong, 24th March, 1903. [954]

WANTED.

GENTLEMAN (Single) requires FUR-
NISHED BEDROOM in Peak District
or Kowloon. Peak preferred. Or would join
a Mess.

Apply to—

H. M.,
Care of Daily Press Office.

Hongkong, 30th March, 1903. [985]

WANTED AT ONCE.

DOCTORS for Coasting Steamers, with
European or British Colonial Diploma.

Apply to—

NORDEUTSCHER LLOYD,
3, Queen's Building.

Hongkong, 27th March, 1903. [975]

SITUATION WANTED.

YOUNG ENGLISHMAN (24) 3 1/2 years
out East, conversant with German
and French and Bookkeeping, desires position in
any capacity with firm of good standing.

Apply by letter to—

C. L.,
Care of Daily Press Office.

Hongkong, 1st April, 1903. [1029]

G. RACA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 53, Peel Street, Hongkong, have
just received for sale at their stall at Hongkong
Hotel Corridor a large variety of nice Pictorial
Post Card Albums. Pictorial Post Cards,
Panoramas of Hongkong, Macao, Canton,
Chinese Costumes, Views, &c., &c., in Phototype
and Coloured Colotype. Hinges, Tracer and
Stamp Albums, Lessons. Assortment of Postage
and other Philatelic goods. Prices to suit all
Customers. Correspondents wanted. Foreign
orders promptly attended to. Cash with order
or 1st class reference. [1131]

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. [1594]

THE SHIP-SUBSIDY QUESTION
IN ENGLAND.

The full text of the report of the Select
Committee of the House of Commons on Steam-
ship Subsidies, now at hand, embraces some
noteworthy features, remarks the New York
Nation. The most important of these
is the survey of the shipping subsidies
paid by the various governments of the world.
Among the witnesses examined, there were
differences of opinion on the question whether
Great Britain now pays more than a fair
pro quo for any steamship service. Mr. Baxton
Forman, representing the Post-office, thought
that in some cases more than the postal value of
the service was paid for carrying the mails. On
the other hand, Sir Spencer Walpole, a former
Secretary of the Post-office, was satisfied that full
value was obtained in all cases. The Committee
does not attempt to decide this question. It
publishes a full statement of the mail payments,
which amount to \$3,676,690 per year, for the
United Kingdom. Nearly half of this sum
goes to the Peninsular and Oriental Company
or its Indian, Australian, and Chinese service,
being \$1,603,890 per year. The Company itself
considers this sum very inadequate even for
purely postal services, but continues to do the
work and pays fair dividends to its share-
holders. In addition to mail payments, there are
Admiralty subventions amounting to \$378,171
altogether.

German state subsidies to steamship lines
amount to \$1,688,853, of which \$1,200,800 goes
to the North German Lloyd for Asian and
Australian service. The Hamburg-American
Line receives no state subsidy, but that
Company and the North German Lloyd together
receive \$315,900 from the German Post-office
for carrying the mails from Hamburg
and Bremen to America. The Committee
thinks that an indirect subsidy is granted
to German steamships by preferential railway
rates on goods destined for East Africa
and the Levant. The fact is noted that
the North German Lloyd has more than
doubled its tonnage in five years. How much
of this gain is due to subsidies, direct and
indirect, and how much to the "energy and
enterprise of the recipient," the Committee
does not attempt to decide. The North German
Lloyd, like the Peninsular and Oriental Com-
pany, considers itself very inadequately paid for
its Asian and Australian service.

France pays more for steamship subsidies than
any other country, and gets less for her money.
There was entered in her budget for 1901 no less
than \$6,688,137 for subsidies for bonuses on ship-
building, and for premiums for voyages made.
France pays bonuses on foreign steamers of
iron or steel employed by Frenchmen in ocean
or international coasting trade. Two-fifths of
the tonnage under payment is of this class, and
one-fifth consists of sailing vessels. "All
of these subsidies," says the report, "are quite
out of proportion to the services rendered, and
speaking generally, it is certain that French
trade has not advanced with the increased
manifestation of the subsidies, while French ship-
owners, and especially French sailing-ship
owners, have unduly benefited at the expense
of their country."

Japan has gone into subsidies rather reck-
lessly in late years. In 1899 the total amount
paid was \$2,841,632. Since that time new lines
have been subsidised to China, Corea, Australia,
and Bombay, the payments on which amount
to \$781,978. The present aggregate of
\$3,623,610 would seem to be beyond the limits
of reason and prudence, if not beyond the
resources of the nation.

Holland has a flourishing mercantile marine,
but she pays no subsidies either for construction
or for navigation. Her payments for mail
service are on the basis of value received.
Norway pays \$50,000 for mail service on the
same basis, and \$84,940 for "facilitating
steamer communications." It is a curious
fact that complaint has been made by British
shipowners at Hull that Norwegian subsidies,
and the low rate of wages paid to Norwegian
sailors, are seriously damaging British trade.

The report tells us that the United States
does not pay any general subsidies, but does pay
for mail carriage in American-owned ships
much more than the service could be obtained
for. It first pays \$15,000 per voyage (in the
trans-Atlantic service) without regard to the
weights carried. Then it pays \$1.60 per pound
for letters and postcards, and 8 cents per pound
for other mail matter, the rates paid to foreign
ships being about 44 cents per pound for letters
and postcards, and 41 cents for other matter.

The fact is pointed out with some misgiv-
ing that Great Britain has fallen behind Germany
in the matter of speed, and that the Oceanic has
passed under American control with the White
Star Line. The necessities of the British
national prosperity, however, are inextricably
bound up with the possession of a strong navy
and a fast mercantile marine. Therefore, in the
opinion of the Committee, speed should be a

condition of all ocean mail contracts hereafter,
and in some cases very high speed should be
required, since such ships might be needed as
carriers of the food supply of the United
Kingdom in time of war.

Closely connected with the public safety also
is the right of transfer of British ships to
foreigners. The Committee is of the opinion
that no mail or Admiralty subsidy should be paid
except on the condition that the ship shall not
be transferred in whole or in part to foreigners
without the consent of the Government—the
penalty for violation of the agreement being
forfeiture of the subsidy and the ship. It is
pointed out that such an agreement exists
between the North German Lloyd and the
German Government in respect to the subsidised
ships of that Company.

Considerable space is given to the question
of shipping "conferences," by which term is
meant agreements of shipowners to maintain
rates, or to advance them as against the public,
or to lower them as against new competitors.
Instances are cited showing that many of the
evils of railway monopoly exist also in steam-
ship traffic, and that a "long and short-haul
clause" would not come amiss in certain cases.

For example goods have been taken from
Amsterdam to Java via Liverpool at 20s. per
ton, while the rate charged from Liverpool to
Java is 30s. per ton. With some hesitation,
the Committee recommends that the Govern-
ment retain some control over the rates to be
charged by ships running under subsidy, for
"if a company merely aims at a fair and
reasonable rate it ought to have no ground to
fear the control; if it aims at something more,
the control is obviously desirable."

The question whether foreign subsidies have
had a damaging effect upon British trade is
examined at some length. The conclusion is
reached that British shipping has maintained
its flourishing position and held its own in
most places, despite subsidies paid to com-
petitors. Between 1890 and 1902, British
steam tonnage increased from 8,250,000 to
13,500,000 tons, while that of Germany rose
only from 928,000 to 2,600,000. Germany's
percentage of increase was greater than Eng-
land's, however, because she began at a lower
figure. "It is easier to increase from 1 to 2
than from 100 to 200." It is admitted that
the disproportionate subsidies paid by France
to sailing vessels (11. 700. per gross ton per
1,000 miles sailed) have given them some ad-
vantage over British sailing-vessels, but it is
not deemed expedient to offset this advantage
by a resort to bounties, nor do British
shipowners recommend such a policy. They
are generally opposed to subsidies or at
least to fair payment for services rendered. The
Committee thinks, however, that a special
case for subsidy exists in the need of direct
communication with British East Africa. At
present a trans-shipment has to be made at
Aden. Germany has a direct line to her East
African possessions, and has thereby increased
her trade.

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [92]

NOTICE.

DURING the temporary absence of
MR. A. S. ABDOLLAH from the
Colony, MR. M. M. EBRAHIMJEE is
authorised to Sign any Firm Proclamation.
A. M. ESSABHOY.

Hongkong, 8th April, 1903. [1107]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE.
and NEWCASTLE CHILLED SHOT in
all Sizes. Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [1125]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.
Dealers in

MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [23]

"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
People, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.

Price \$1.50.
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;
Messrs. KELLY & WALSH,
Hongkong;
and all leading Bookellers in the Far East.
Hongkong, 14th February, 1903. [52]

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS.
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RETAINS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 13th March, 1903. [3404]

When Your Joints
Are Stiff

and muscles sore from cold or
rheumatism, when you slip and
sprain a joint, strain your side
or bruise yourself, Perry Davis'
Painkiller will take out the
soreness and fix you right in a
jiffy. Always have it with you,
and use it freely. USE

Painkiller

[1132-1]

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FOR ONE MONTH ONLY FROM APRIL 1st TO 30th.

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EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

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ARRIVALS.
 April 9, CHUSAN, British str., 4,636 C. L. Daniel, Shanghai 7th April, Mails and General.—P. O. S. N. Co.
 April 9, R. HILL, Maru, Japanese str., 3,869, E. P. Bishop, Manila 7th April, General.—Toyo Kisen Kaisha.
 April 10, ARGO, Norwegian str., from Canton. April 10, COWLEY, British str., 3,155, A. E. McDowell, Nororowok 28th February, Putroloma, ARNOLD KASBERG & Co.
 April 10, FRICHING, Chinese str., 890, H. Spear, Shanghai 7th April, General.—CHINESE.
 April 10, HIPSANG, British str., 1,040, T. W. Selby, Hantow 6th April, General.—JARDINE, MATHESON & Co.
 April 10, KARIN, Swedish str., from Canton. April 10, NAMRANG, British str., 4,035, G. Payne, Calcutta 25th March, Penang 31st and Singapore 4th April, General.—JARDINE, MATHESON & Co.
 April 10, ROSETTA MARU, Japanese str., 2,402, N. Telo, Manila 8th April, General.—Toyo Kisen Kaisha.
 April 10, SAMINE RICKERS, British str., 690, Nabot, Singapore 3rd April, Oil.—ARNOLD, KASBERG & Co.
 April 10, SAGAMI, British str., 2,396, P. A. Appleton, New York and Manila 7th April, General.—DODWELL & Co. L.D.
 April 10, SHANTUNG, German str., from Canton. April 10, THESA, German str., 934, H. Oberich, Norowang 2nd April and Tsingtau 4th, Beans and General.—JARDINE, MATHESON & Co.
 April 10, TANGOR, German str., 2,200, O. Kaub, Bangkok and Kolsching 3rd April, Rice.—BUTTERFIELD & SWIRE.
 April 11, CHUNSHANG, British str., 1,418, Thos. Arthur, Swatow 10th April, General.—JARDINE, MATHESON & Co.
 April 11, DORIS, Norwegian str., 965, Jacobsen, Wuhu 4th April, Rice.—ODENSE.
 April 11, FRICHING, Norwegian steamer, 891, Haraldsen, Haiphong 7th April, Rice.—A. R. MARTY.
 April 11, HAILAN, French str., 377, Andersen, Pakhoi and Hantow 10th April, General.—A. R. MARTY.
 April 11, HANGKOW, British str., 959, Mayfield, Hantow 7th April, General.—BUTTERFIELD & SWIRE.
 April 11, KALIAN, British str., 1,142, J. Speed, Shanghai 11th April, General.—BUTTERFIELD & SWIRE.
 April 11, KITAI, Russian str., 2,994, F. Bakonoff, Singapore 7th April, General.—MELCHERS & Co.
 April 11, KWIVANG, British str., 1,097, G. Hooker, Swatow 10th April, Ballast.—BUTTERFIELD & SWIRE.
 April 11, MAIDZURU MARU, Jap. str., 667, T. Saito, Amoy and Swatow 8th April, General.—OSAKA SHOSHEN KAISHA.
 April 11, TAIKANG, British str., 1,544, R. C. D. Bradley, Singapore 4th April, General.—JARDINE, MATHESON & Co.
 April 12, HAMAMON, British str., 936, Hodgins, Swatow 11th April, General.—DODWELL & Co. L.D.
 April 12, KAGA MARU, Japanese str., Geo. Anderson, Shanghai 7th April, General.—NIPPON YUSEN KAISHA.
 April 12, PATINDR, U.S. surveying vessel, 876, J. J. Gilbert, Manila 9th April.

DEPARTURES.
 10th April.
 BJORN, Norwegian str., for Tournon.
 COROMANDEL, British str., for Shanghai.
 DAGMAR, Norwegian str., for Qu'zhou.
 HAITAN, British str., for Swatow.
 HAILAN, British str., for Swatow.
 HANTOW, British str., for Hantow.
 KAMPOON, French str., for Saigon.
 MICHAEL JESSE, German str., for Haiphong.
 ONSANG, British str., for Hongkong.
 REFTON, British str., for Bangkok.
 TAIKANG, British str., for Swatow.
 WHAMPOA, British str., for Shanghai.
 11th April.
 AUSTRALIAN, British str., for Shanghai.
 CAPRI, Italian str., for Bombay.
 CHUSAN, British str., for Europe.
 FRICHING, Chinese str., for Canton.
 GUNGARY, British str., for Shanghai.
 HIPSANG, British str., for Canton.
 HONGKONG, German str., for Shanghai.
 P. C. C. KLOO, German str., for Hongkong.
 ROSETTA MARU, Japanese str., for Manila.
 RUBI, British str., for Manila.
 SAGAMI, British str., for Canton.
 SHANTUNG, German str., for Singapore.
 STANLEY DOLLAR, Danish str., for Moji.
 12th April.
 DORIS, Norwegian str., for Canton.
 HAICHING, British str., for Jesselton.
 JACOB DIERDELCHSEN, German str., for Hantow.
 KALGAN, British str., for Canton.
 KITAI, Russian str., for Shanghai.

VESSLS IN DOCK.
 9th April.
 ABRESEN DOKKS.—Ulabrand.
 Kowloon Docks.—Kinchin, Compania de Filipinas, Sherman, Lujiro, Hyades, Chingwos, Montaner, Hae, Canton River, H.I.G.M.S. Jaguar, Formosa.
 CANNONPOUND DOCK.—Babelberg.
 The British steamer Hantow, from Swatow 10th April, had strong N.E. winds and heavy sea.
 The British steamer Chuan-shang, from Swatow 10th April, had moderate to light westerly wind and light sea.
 The British steamer Taisang, from Singapore 4th April, had moderate to fresh N.E. monsoon with moderate head sea and fine weather to lat. 11° N., long. 110° E.; thence to port light variable winds and fine weather. April 5th, 6 p.m. passed 4.4 m. barque lat. 4.10° N., long. 106.8° E. bound East. April 9th, 9.25 p.m. passed steamer Kumang, lat. 16.07° N., long. 113.20° E., from Hongkong for Calcutta.

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "CATHERINE APCAR"
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 14th inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & CO. LD.,
 Agents.
 Hongkong, 7th April, 1903. [107]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	JAVA G. W. Gordon, R.N.E.	Neon, 15th April	Freight or Passage.
SINGAPORE, COLOMBO and BOMBAY.	PEKIN C. R. Longden, R.N.E.	About 15th April	Freight only.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	MALACCA A. F. Street	About 18th April	Freight or Passage.
LONDON &c.	BALLAARAT F. R. Summers	Neon, 25th April	See Special Advertisement.
SHANGHAI	BENGAL A. L. Valentini	About 25th April	Freight or Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 10th April, 1903. [1]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). 1903

R.M.S.	Tons	WEDNESDAY, 22nd April
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd April
"TARTAR"	4,425	WEDNESDAY, 22nd May
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May
"ATHENIAN"	3,882	WEDNESDAY, 27th May
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 3rd June
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 24th June
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 15th July
"ATHENIAN"	4,425	WEDNESDAY, 22nd July
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,882	WEDNESDAY, 12th Aug.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder Street.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
TACOMA	A. Dixon	2,812	April 17th
HYADES	Geo. Wright	3,753	May 5th
SHAWMUT	W. M. Smith	9,606	May 21st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND HAITI PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	SAILING DATES
* SACHSEN	WEDNESDAY 15th April
KLAUSCHOU	WEDNESDAY 29th April
BAVERN	WEDNESDAY 13th May
ZLETEN	WEDNESDAY 27th May
STUTTGART	THURSDAY 11th June
ROON	THURSDAY 25th June
PREUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 6th August

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain Franke, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 13th April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD.
 MELOHRS & CO., AGENTS.
 Hongkong, 2nd April, 1903. [15]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Apr. at Noon
K. Kori	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
KINSHU MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
INSEA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 18th Apr. at DAYLIGHT
W. Eschbridge	MARSEILLES, LONDON and ANTWERP, via SINGAPORE and COLOMBO	TUESDAY, 21st Apr. at Noon
HIOHSHIMA MARU	COLOMBO, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st Apr. at 4 P.M.
KAGA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd Apr. at Noon
H. Fries	MOJI, KOBE and YOKOHAMA	FRIDAY, 24th Apr. at DAYLIGHT
SADO MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th Apr. at 4 P.M.
S. J. G. Parsons	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May at DAYLIGHT
YAWATA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th Apr. at 4 P.M.
A. E. Mees	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May at DAYLIGHT
HITACHI MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Apr. at Noon
J. Campbell	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [19]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 12th April
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 19th April
FOOCHOW, VIA SWATOW AND AMOY	"T. W. GROVES"	WEDNESDAY, 22nd April
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 22nd April
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 15th April

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 8th April, 1903.

T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KONIGSBERG	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 14th April. Freight & Passengers.
SAMBIA	HAYRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 21st April. Freight.
SERBIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 5th May. Freight.
SAXONY	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 18th May. Freight.
NUBIA	NEW YORK, via PORTS	On 5th May. Freight.
SEGOVIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STRASBURG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
SUEVIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

TOYO KISEN KAISHA
MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3,969	Thursday, 16th April, at Noon
"ROSETTA MARU"	N. Tate	3,976	Tuesday, 21st April, at Noon

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
 Hongkong, 13th April, 1903. [478]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila Direct	Sat., 18th Apr., 10 A.M.
RUBI	2,540	R. W. Almond	Manila Direct	Sat., 25th Apr., 10 A.M.
PERLA	1,890	J. McGilly		

For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 13th April, 1903. [17]

RUBINAT PISTOLS & FILLS, REIMS.

Established 1719.
 CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO. Sole Agents.

Hongkong 7th May, 1.35. [14]

AUTOMATIC MAUSER PISTOLS.

JALIBEE 7.63 m.m. With CHAMBER for 10 CALIBRIDGE FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [16]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND"

Captain Martinek, will be despatched as above on THURSDAY, the 15th inst., P.M.

For information as to Passage and Freight apply to

SANDER, WIELER & CO.,
 Agents,
 Princes' Buildings,
 Hongkong, 3rd April, 1903. [3]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"CHINA"

Captain Mosca, will leave for the above places on FRIDAY, the 17th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO.,
 Agents,
 Princes' Building,
 Hongkong, 10th April, 1903. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, the Company's Steamship "TONKIN," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Wednesday, the 22nd April. Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,
 Agent.
 Hongkong, 6th April, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"BALLAARAT"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 25th APRIL, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
 E

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"KEEMUN"	On 16th April.
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL...	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL...	"AJAX"	On 16th May.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL...	"PELEUS"	On 31st May.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES...	"PINGSUEY"	On 18th April.
MARSEILLES and LONDON...	"DEUCALION"	On 26th April.
MARSEILLES, LONDON and ANTWERP...	"JASON"	On 12th May.
LIVERPOOL via GENOA...	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP...	"TANTALUS"	On 21st May.
LONDON...	"PATROCLUS"	On 26th May.
LONDON...	"HYSON"	On 9th June.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"KEEMUN"	On 18th April.
	"AJAX"	On 26th May.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI...	"HANGCHOW"	On 15th April.
TIENTSIN...	"KWEIYANG"	On 15th April.
MANILA...	"TAIYUAN"	On 21st April.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TSINAN"	On 26th April.

Hongkong, 13th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,890	W. E. Craven	April 20, 1903
"INDRAPURA"	5,197	A. E. Hollingsworth	May 14, 1903
"INDRASAMA"	5,197	R. P. Craven	June 14, 1903

Hongkong, 31st March, 1903.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"KITAI"	4,890	W. E. Craven	April 20, 1903
"INDRAPURA"	5,197	A. E. Hollingsworth	May 14, 1903
"INDRASAMA"	5,197	R. P. Craven	June 14, 1903

Hongkong, 28th March, 1903.

THE STEAMSHIP "SAVOIA."

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"SAVOIA"	4,890	W. E. Craven	April 20, 1903
"INDRAPURA"	5,197	A. E. Hollingsworth	May 14, 1903
"INDRASAMA"	5,197	R. P. Craven	June 14, 1903

Hongkong, 7th April, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"RICHMOND CASTLE"	4,890	W. E. Craven	April 20, 1903
"AFRIDI"	5,197	A. E. Hollingsworth	May 14, 1903
"SAGAMI"	5,197	R. P. Craven	June 14, 1903

Hongkong, 6th April, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

Hongkong, 6th April, 1903.

司公限有船輪華中

Hongkong, 6th April, 1903.

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co's Steamship

"COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex *Himalaya*.
From Calcutta, &c., ex *Japan*.
From Penang, &c., ex *B. I. S. N.*
and *B. & P. S. N. Co's* steamers.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th April, 1903.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon, To-morrow, the 14th inst. Goods remaining unclaimed after Tuesday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 14th inst., or they will not be received. All damaged packages will be examined on Tuesday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 6th April, 1903.

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 7th April, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU"

having arrived from the above ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 7th inst.

Goods not cleared by the 15th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 18th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 7th April, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 7th April, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 14th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 14th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th April, 1903.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Memphis*, from Bordeaux ex s.s. *Prudent* Le Roy Lottier and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees before Noon, To-day, the 7th inst., requesting it to be landed here.

Bill of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 14th inst., or they will not be received. All damaged packages will be examined on Tuesday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th April, 1903.

Benger's Food

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.

BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.

60-1

ORINISALS SANSAPARILLA

A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAULT & Co's SANSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & Co, 8, rue Vivienne, PARIS (France)

Sold by all dealers.

118-1

DAVID CORSAK & SON

MERCHANT NAVY

NAVY BOILED

LONG BLANK

RELIANCE CROWN

TARPAULING

ARNOLD, KARBURG & Co.

Sole Agents.

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cabs feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. and Mrs. Adlin

Mr. and Mrs. J. Hooper

Mr. T. Howard

Mr. E. Atkinson

Mr. W. S. Bailey

Mr. E. G. Barratt

Mr. H. T. Bengey

Mr. E. V. Bissel

Mr. and Mrs. W. M. Black

Miss A. J. Blackwood

Mr. and Mrs. E. Boggan

Mrs. Bolton

Mr. E. A. Bonner

Mrs. E. W. Borthwick

Mr. and Mrs. A. H. Bortwick

Mr. and Mrs. J. Bortwick

Mr. and Mrs. Borge

Mr. and Mrs. Briggs

Mr. and Mrs. Bigstock

Mr. W. S. Brown

Mr. Hart Buck

Mr. A. Bust

Mr. F. Chapman

Mr. W. L. Chew

Mr. and Mrs. C. Cohen

Mr. G. E. Cole

Mr. J. S. Colson

Mrs. Dunn

Mr. J. H. Dorchester

Mr. W. do Dittus

Mr. and Mrs. J. Douglas

Mr. T. C. Downing

Mrs. Doane

Mr. D. E. East

Mr. F. W. Edwards

Mr. and Mrs. A. Ellis

Mr. H. G. Fisher

Mr. and Mrs. J. Fortes

Mrs. Fleming and two children

Mr. F. W. Garber

Mr. J. L. Goyas

Mr. C. George

Miss Gibbs (2)

Mr. G. Glover

Mr. Powell Grant

Mrs. Greaves

Dr. and Mrs. Hallwright

Mrs. Hampshire

Mr. E. G. Harford

Mr. A. Harbert

Col. Heron

Mr. and Mrs. Horon

Master G. Horon

Mr. L. W. Hills

Mr. and Mrs. J. F. Hibb

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